



MARAD Update



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Maritime Administration Announces the Successful Removal of High-Priority Ships from the James River

Ten "High-Priority" Ships Safely Removed In Less Than Ten Months

Acting Maritime Administrator John Jamian announced on March 15 that the U.S. Maritime Administration delivered on its promise to remove all ten "high-priority" ships from the James River Reserve Fleet.

"In less than 10 months we followed through on our commitment to getting these ships out of here," said Acting Maritime Administrator John Jamian. "With the safe removal of these ships, we will now turn our attention to a new group of aging vessels as we work to dispose of these ships as quickly and safely as possible."

The recent departures of the *Lauderdale* and the *Mormacmoon* to the North American Ship Recycling Facility at Sparrows Point, Maryland, follows through on the promise of the Administration to move the worst ships in the aging fleet out of the river and on to qualified shipyards to be dismantled. Additionally, since 2001, this Administration has successfully removed 35 ships from the James River Reserve Fleet, Jamian said.

There are three remaining "high-priority" ships that were not available for disposal as they are on congressional hold or undergoing a historical review process. These ships are the *Saugatuck*, *Hoist*, and *Sphinx*.

The James River Reserve Fleet is one of three National Defense Reserve Fleet (NDRF) anchorage sites. The NDRF is maintained by MARAD for the maintenance of readiness assets, including vessels owned or acquired by the United States Government that are determined to be of value for national defense purposes. When vessels are no longer considered militarily useful, MARAD arranges for their responsible disposal or disposition.



Acting Maritime Administrator John Jamian answering questions from reporters at the press conference on March 15 at the James River Reserve Fleet

*Photo by Fred Hoffmann,
James River Reserve Fleet*

IN THIS ISSUE

MARAD Announces the Successful Removal of High-Priority Ships from the James River	Cover
Acting Maritime Administrator John Jamian	2
Capturing America's Vanishing Industries	3
Captain William G. Schubert Feted at USMMA	4

Acting Administrator's Column



John Jamian

As you may know, Captain Bill Schubert stepped down as Maritime Administrator on February 12, after three years of distinguished service. I am deeply honored to have been asked to serve as Acting Maritime Administrator of the Maritime Administration.

I grew up on the Great Lakes, America's fourth coastline; waterborne transportation is in my blood. In fact, every job I have had has been related in some way to waterborne commerce. But, I also have a national and international perspective—why our Nation must have a strong U.S. Merchant Marine and shipbuilding industry, and a vibrant, growing marine transportation system. This perspective has been strengthened with practical experience during my two and one-half years in Washington as Deputy and now Acting Maritime Administrator.

Indeed, there would be no U.S. Merchant Marine without the fundamental triad of our Nation's maritime policies.

The first component of this triad is the Maritime Security Program, which allows us to maintain an American presence on the sea lanes of the world.

The second component is the Jones Act, which mandates U.S.-flag, U.S.-built, and U.S.-crewed shipping of our domestic trades. This domestic fleet provides a critical source of qualified manpower for sealift and its vessels, from tugs to ferries to barges to Great Lakes and oceangoing vessels, carry more than one billion tons of cargo and some 200,000 passengers a year. It generates thousands of jobs, directly and indirectly, in every state. It also helps maintain our national defense shipbuilding industrial base.

The third component of our Nation's maritime policies is U.S.-flag preference for cargoes generated by the U.S. Government. Cargo preference laws provide an essential base of cargo that offsets the higher costs of U.S.-flag operations and keeps the U.S. flag in world shipping commerce. Maintaining the letter and spirit of these laws is a major and important responsibility of MARAD.

The future of the maritime industry is predicated upon the growth in marine transportation. This is vital for the economy and security of the Nation.

2005 National Maritime Day Observance



Date: Thursday, May 19, 2005

Time: 10:30 A.M.

Location: U.S. Navy Memorial
701 Pennsylvania Avenue, NW
Washington, DC 20004-2608

Upcoming Events

The National Propeller Club of the United States

"Salute to Congress" Awards Dinner

2005 Award Recipient is Rep. William J. Jefferson (D-LA)
Bethesda, MD

May 10, 2005

Contact: (703) 691-2777

National Maritime Day Observance

U.S. Navy Memorial

Washington, DC

10:30 A.M.

May 19, 2005

Contact: MARAD Office of Congressional and Public Affairs
at (202) 366-5807

National Maritime Day

May 22, 2005

If you know of an upcoming event you would like published in the *MARAD Update*, please submit it to Ella Thomas at ella.thomas@marad.dot.gov.

Cindy Tower is an artist who has painted some of MARAD's Ready Reserve Fleet ships, and she plans to paint more. She wrote this article for the MARAD Update about her work.

I was born on Holloman Air Force Base in Alamogordo, New Mexico, where Dad was a test pilot. After the Air Force, he went into business and moved our family to the east coast. My brothers and I pretty much grew up along the New England coast. I love ships and water (which makes New York City where I live now so great). But, more importantly, I love American ingenuity and grew up with a Yankee make-thrift aesthetic where community members fixed things themselves and didn't need to buy everything new all the time. I grew up fascinated by materials and liked best to be around people that made things with their own hands. Besides my immediate family, I was lucky to have a grandfather who had been a nurseryman and another who was an engineer. The women in my family were the same way; making things from scratch.

Basically, I decided to paint paintings honoring vanishing American industries because everything I love is disappearing. Americans are making fewer things locally and are using computers and technologies to do so instead of using their hands.

I paint works from life and find myself standing in actual environments for hours on end often without light or heat. Often while painting, the places themselves are being dismantled and taken apart. I will literally return to a site to work on an unfinished piece only to find it completely gone. I frequently seem to work around a lot of salvage workers gripping cutting torches.

I'm on a mission to preserve and capture industries including shipping, ranching, brick factories, steel factories, wire mills, sewing sweat shops, oystering, saw mills, even mom-and-pop styled hardware stores, and outboard motor repair shops.

Somehow just taking a picture of these places isn't enough. I want to feel these places and record them slowly so that a viewer might also gain a sense of the place in a soulful way.

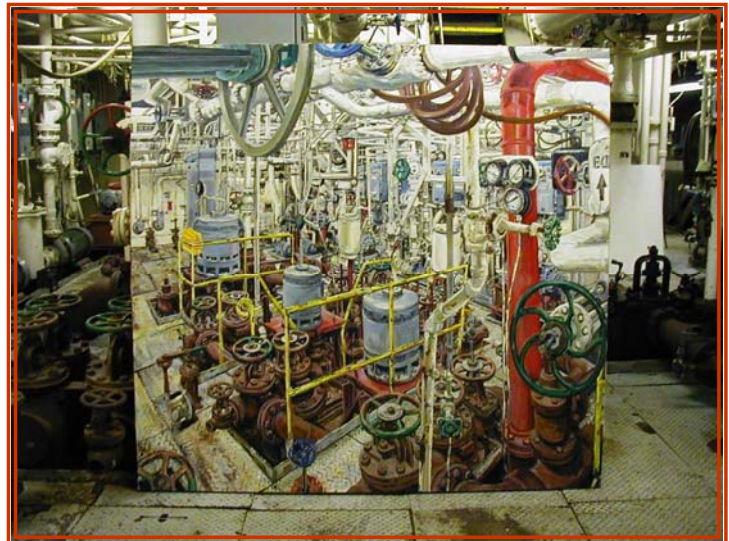
Cindy may be reached at cindytower@yahoo.com.



Cindy Tower sitting on the back of her pick-up truck at the Port of Houston painting MARAD's SS Diamond State

Capturing America's Vanishing Industries

The Workplace Series of Artist Cindy Tower



Cindy Tower's oil rendition of the engine room of MARAD's SS Diamond State

Captain William G. Schubert Feted at USMMA

By Martin Skrocki, Public Information Officer, USMMA

Capt. William G. Schubert's last visit to the U.S. Merchant Marine Academy as Maritime Administrator was truly a night to remember.

On the evening of February 2, Captain Schubert, a 1974 Kings Point graduate, was honored at a Regimental Dinner at the Academy for his outstanding service as head of the Maritime Administration.

With Delano Hall, the Academy's main dining facility, filled to capacity with midshipmen, faculty, staff, and alumni, Captain Schubert received a prolonged standing ovation when he stepped up to the podium.

"Some 30 years ago, I was sitting right where you are sitting," he told the hundreds of midshipmen in the audience. "The thought that someday I would be standing in front of you, addressing the Regiment, was inconceivable to me three decades ago."

Captain Schubert said that he was proud to have worked hard to serve the nation's maritime interests in Washington, DC. The many issues that he handled as Maritime Administrator, he noted, such as urging LNG tanker operators to use U.S. registry and U.S. crews aboard their vessels, would benefit the nation's maritime industry and, by extension, the graduates of the USMMA.

At the close of his remarks, Captain Schubert received the Light of Leadership Award from the Academy's Regimental Commander, Midshipman Nicholas Hunter. This award is given by the Regiment to select individuals for their outstanding leadership and service to the nation.



Capt. William G. Schubert joins VADM Joseph D. Stewart, USMMA Superintendent, and Senior Midshipmen Patrick McCrory from Eagle River, Alaska, and Donna Schneider from Dallas, Texas, for an informal social gathering following the dinner in his honor.

MARAD Update

The **MARAD Update** is published by the Maritime Administration's Office of Congressional and Public Affairs. This publication is available to all individuals regardless of age, race, religion, color, sex, national origin, disability, or sexual orientation. For more information or to submit questions or concerns, telephone (202) 366-5807, visit the MARAD website at www.marad.dot.gov, or e-mail pao.marad@marad.dot.gov.

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